

INITIATION.

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

Our New Factory has been recently fitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

COAST PORT ORDERS,

whenever practicable, are despatched by first steamer leaving after receipt of order.

For Coast Ports, Waters are packed and placed in cases shipped from Hongkong prices, and the full amount allowed for Packings and Export when received in good order.

Counterfoil Order Books supplied on application.

One Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER.

RODA WATER.

LEMONADE.

POTASH WATER.

SELTZER WATER.

PURE TABLE WATER.

LITHIA WATER.

SARAPARILLA WATER.

TONIC WATER.

GINGER ALE.

GINGERADE.

No Credit given for Bottles, the last thirty or forty, or that year to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED.

The Hongkong Dispensary, Hongkong,
The Shanghai Pharmacy, 24, Nanking Road,
Shanghai.

Bottles Inglesa, 14, Manila, Manila.

The Canton Dispensary, Canton.

The Hongkong Dispensary, Hankow.

The Hongkong Dispensary, Tientsin.

London Office, 8, Fenchurch Buildings, E.C.

Hongkong, 18th June, 1894.

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The Bath: Press.

HONGKONG, JUNE 22ND, 1894.

A good deal has of late been said and written with respect to the principles upon which the government of this British colony should be conducted. The incident that has given rise to the discussion is the permission accorded to the Chinese to establish a branch of the Tung Wah Hospital for the treatment of plague patients. This has been construed into an act of weakness, a discreditable twitting to native sentiment.

For our own part we have been unable to see anything weak in it. England has had large experience in the government of native races and the success she has achieved, as exemplified in India, for instance, is largely due to her policy of non-interference with native customs so long as those customs do not constitute a danger to the Empire or outrage humanity. The burning of widows and the self-immolation of fanatics under the wheels of juggernauts have been abolished, but there has been no interference with the ordinary domestic customs of the people nor any attempt to compel by force the adoption of European manners and customs. In Hongkong native customs are not so easily recognised by our courts of law as they are in India, but considerable is given to them by the Government in administrative matters, and rightly so, for in Her Majesty's proclamation on the taking possession of the island the natives were assured "in the free exercise of their religious rites, ceremonies, and social customs." This promise has been quoted on various occasions in opposition to new departures on the part of the Government, and taking it literally it might be used to block all progress. For instance, if native customs are insanitary, it might be argued that measures of sanitation running counter to those customs would constitute a breach of Her Majesty's sacred promise. It would be impossible for the Government to accept any such strained interpretation as that. What, then, is the promise to be taken to mean? Simply that in the government of the colony regard shall be paid to native customs so long as they are compatible with the general well-being of the colony and that they shall not be trampled on ruthlessly and needlessly. No one would dream, for instance, of forcibly closing the joss-houses, however absurd the "joss-piggin" may be considered, but it has not been thought wrong to prohibit noisy demonstrations during the night which interfere with the repose of the community at large.

The point that has arisen in the present crisis is to the right of the Government to compel the Chinese against their will to submit to treatment by European doctors. Every year there are over five thousand deaths in the colony in which the deceased have had no other medical attendance than that of the ignorant native practitioners. During the present crisis we have had some two thousand deaths crowded into the space of six weeks. Even in the foreign hospitals for the treatment of plague patients the mortality has reached nearly forty per cent. What it has been in the Chinese hospital it is difficult to say, the calculation being complicated by the removal of a number of the patients to Canton, but from the very high rate of mortality in the foreign hospitals it would seem that a person attacked by plague had under any circumstances a very slender chance of life. By many persons, however, it has been considered a grave mistake to allow the Chinese to have anything to do with the treatment of the sick. But if it be a mistake in the present crisis not to have insisted on foreign medical attendance for all, it must be considered

equally a mistake in normal times, in respect to the five thousand deaths occurring amongst the natives every year. It was necessary to insist upon isolation, which was done, but having secured so much would the Government have been justified in further interfering to the extent of compelling all sufferers from the plague to submit, whether they wished it or not, to foreign medical treatment? We contend not. Interference to the extent of compelling the observance of cleanliness and the provision of proper attention for the patients was an imperative duty, and unfortunately the Government failed in that duty, allowing a state of affairs to come into existence which was as much a disgrace to the Government itself as it was to the Tung Wah authorities. When the scandal became notorious measures were taken to stop it, and there has since been a great improvement in the condition of the Chinese hospital, though it is still far from satisfactory. Nevertheless, if the Chinese prefer to go where the Government would not be justified in compelling them to go elsewhere. So long as danger to the public is removed by the isolation of the sick it is only right, under the existing conditions of the colony, that it should be left to the patients themselves and their friends to say whether they will be isolated in a native or a foreign hospital. If practitioners according to the Chinese system of medicine are allowed in the colony at all, a sufferer from plague may as reasonably be allowed to avail himself of their services as a sufferer from any other disease, isolation being duly provided for.

We look forward, however, to a time when the general intelligence of the native community will be so far advanced that it may be possible to prohibit medical charlatans and insist upon a certificate by a duly qualified medical man in every case of death. It would be impossible to provide foreign doctors in sufficient number for this purpose, for the poorer classes of the Chinese would be totally unable to pay the fees and the Government could hardly be expected to supply medical attendance gratis; such an additional burden on the rates would naturally be resisted by the general body of ratepayers. But the Hongkong College of Medicine is now turning out native practitioners thoroughly trained in foreign medical science, and at comparatively small expense that institution could be greatly extended. Whether it has not received much encouragement from the Government. It is only a few years ago that it was gravely proposed to legislate against its graduates and render it illegal for them to practice their profession in this colony, while freely allowing uneducated charlatans to prey on the sick. The present Acting Attorney-General held the same office at that time that he does now and the circumstances will doubtless be fresh in his recollection. After much argument the Government was induced to modify its proposed legislation so far as not to place graduates of the College of Medicine in a worse position than any native quack who chose to set up in business.

The time has now arrived when the Government must take another forward step and endeavour to promote the practice of European medicine amongst the Chinese population and to secure a more accurate registration of the causes of death by employing Chinese educated at the College of Medicine or at foreign hospitals as district medical officers. This is not a new proposal, but it has hitherto been looked on coldly by the Government and no action has been taken in the matter. After the experience of the past few weeks, however, the idea will necessarily present itself in a different light to the powers that be, and the expediency of taking measures to extend the practice of European medicine amongst the native community cannot fail to be recognised. It is not by driving patients into foreign hospitals at the point of the bayonet in a time of crisis that the immemorial traditions of the Chinese can be broken down; such measures as that would simply frighten the population away, which is not what is desired; but by continuous gentle persuasion the native community will in course of time be led to look upon foreign medicine in a different light to the powers that be, and the expediency of taking measures to extend the practice of European medicine amongst the native community cannot fail to be recognised. 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NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship.

"AGLAIA."

Captain G. Petersen, having arrived from the above ports, Commanding the "Aglaia," having agreed to send their Bills of Lading for consignment by the Underwriters and to take immediate delivery of their goods from alongside.

Any cargo impeding his discharge will be landed in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and will be sent to the port of destination.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 22nd instant will be subject to rot.

All broken, obsolet, and damaged goods are to be left in the godowns, where they will be examined on the 22nd instant, 4 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 15th June, 1894. 1209

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"RAVENNA."

FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of cargo by the above named Vessel are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, where each consignment will be noted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo—From London, &c. ex. ss. "Ferminier" and British Isles.

From Australia, &c. as. "Orissa."

From Calcutta, &c. as. "Parsuram."

From Persian Gulf, ex. ss. "Asura."

Optional goods will be landed here unless instructions are given to the contrary before 12.30 A.M. TO-DAY.

Goods not cleared by the 23rd inst., at 4 P.M. will be liable to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Underwriters, when a representative of this Office will attend to examine them at 10 A.M. on the 23rd and at 10 A.M. on the 26th inst., after which no claims will be recognized.

H. H. JOSEPH,

Superintendent.

Hongkong, 15th June, 1894. 1210

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"CANTON."

FROM ANTWERP, LONDON, BOMBAY, AND STRAITS.

Consignees of cargo by the above named Vessel are hereby informed that their Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be noted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 23rd inst., at 4 P.M. will be liable to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Underwriters, when a representative of this Office will attend to examine them at 10 A.M. on the 23rd and at 10 A.M. on the 26th inst., after which no claims will be recognized.

H. H. JOSEPH,

Superintendent.

Hongkong, 15th June, 1894. 1211

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINUAPOL.

THE Company's Steamship.

"EXPERIM."

Having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, where delivery may be obtained.

Optional goods will be admitted after the Goods have left the Godowns and no claims must be sent to the Office of the Underwriters before Noon on the 24th instant, or they will not be recognized.

All broken, obsolet, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst.

No Fire Insurance has been effected, and any claim will be subject to rent.

Optional cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

Bills of Lading will be countermanded by ARNOLD, KARBERG & CO., Agents.

Hongkong, 15th June, 1894. 1212

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, AND STRAITS.

THE Steamship.

"OLENSHIELD."

Having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional goods will be admitted unless notice to the contrary be given before NOON TO-DAY.

Bills of Lading will be countermanded by ARNOLD, KARBERG & CO., Agents.

Hongkong, 15th June, 1894. 1213

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship.

"NORTH AMERICAN PACIFIC RAILROAD COMPANY."

Captain A. E. Williams, Commander, will be despatched as above on SATURDAY, the 30th June, at NOON.

A. E. Williams the Steamer is discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passages, apply to CARLOWITZ & CO., Agents.

Hongkong, 21st June, 1894. 1214

NOTICE TO CONSIGNEES.

FROM THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

THE Steamship.

"CHIANG HUA."

Having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional goods will be admitted after the Goods have left the Godowns and no claims must be sent to the Office of the Underwriters before Noon on the 24th instant, or they will not be recognized.

All broken, obsolet, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst.

No Fire Insurance has been effected, and any claim will be subject to rent.

Optional cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

Bills of Lading will be countermanded by ARNOLD, KARBERG & CO., Agents.

Hongkong, 15th June, 1894. 1215

NOTICE TO CONSIGNEES.

FROM THE CHINA NAVIGATION COMPANY, LIMITED.

THE Steamship.

"CHIANG HUA."

E. Williams, Commander, will be despatched as above on SATURDAY, the 30th June, at NOON.

E. Williams the Steamer is discharging in VICTORIA DOCK.

For further information as to Freight or Passages, apply to CARLOWITZ & CO., Agents.

Hongkong, 21st June, 1894. 1216

NOTICE TO CONSIGNEES.

FROM THE CHINA NAVIGATION COMPANY, LIMITED.

THE Steamship.

"CHIANG HUA."

E. Williams, Commander, will be despatched as above on SATURDAY, the 30th June, at NOON.

E. Williams the Steamer is discharging in VICTORIA DOCK.

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Hongkong, 21st June, 1894. 1217

NOTICE TO CONSIGNEES.

FROM THE CHINA NAVIGATION COMPANY, LIMITED.

THE Steamship.

"CHIANG HUA."

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E. Williams the Steamer is discharging in VICTORIA DOCK.

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Hongkong, 21st June, 1894. 1218

NOTICE TO CONSIGNEES.

FROM THE CHINA NAVIGATION COMPANY, LIMITED.

THE Steamship.

"CHIANG HUA."

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E. Williams the Steamer is discharging in VICTORIA DOCK.

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Hongkong, 21st June, 1894. 1219

NOTICE TO CONSIGNEES.

FROM THE CHINA NAVIGATION COMPANY, LIMITED.

THE Steamship.

"CHIANG HUA."

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Hongkong, 21st June, 1894. 1220

NOTICE TO CONSIGNEES.

FROM THE CHINA NAVIGATION COMPANY, LIMITED.

THE Steamship.

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Hongkong, 21st June, 1894. 1221

NOTICE TO CONSIGNEES.

FROM THE CHINA NAVIGATION COMPANY, LIMITED.

THE Steamship.

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Hongkong, 21st June, 1894. 1222

NOTICE TO CONSIGNEES.

FROM THE CHINA NAVIGATION COMPANY, LIMITED.

THE Steamship.

"CHIANG HUA."

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E. Williams the Steamer is discharging in VICTORIA DOCK.

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Hongkong, 21st June, 1894. 1223

NOTICE TO CONSIGNEES.

FROM THE CHINA NAVIGATION COMPANY, LIMITED.

THE Steamship.

"CHIANG HUA."

E. Williams, Commander, will be despatched as above on SATURDAY, the 30th June, at NOON.

E. Williams the Steamer is discharging in VICTORIA DOCK.

For further information as to Freight or Passages, apply to CARLOWITZ & CO., Agents.

Hongkong, 21st June, 1894. 1224

NOTICE TO CONSIGNEES.

FROM THE CHINA NAVIGATION COMPANY, LIMITED.

THE Steamship.

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Hongkong, 21st June, 1894. 1225

NOTICE TO CONSIGNEES.

FROM THE CHINA NAVIGATION COMPANY, LIMITED.

THE Steamship.

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Hongkong, 21st June, 1894. 1226

NOTICE TO CONSIGNEES.

FROM THE CHINA NAVIGATION COMPANY, LIMITED.

THE Steamship.

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For further information as to Freight or Passages, apply to CARLOWITZ & CO., Agents.

Hongkong, 21st June, 1894. 1227

NOTICE TO CONSIGNEES.

FROM THE CHINA NAVIGATION COMPANY, LIMITED.